



**REGULATIONS AND SPECIFICATIONS FOR THE 2018  
SHORT CIRCUIT MOTORCYCLE 150 SENIOR CLUB CHAMPIONSHIP**

**MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 19/2018**

1. **CONTROLLERS**  
Will be the Western Province Short Circuit Committee.
  
2. **AIM OF THE CHAMPIONSHIP**  
To declare a 2018 150 Senior Champion, for Short Circuit Motorcycles.
  
3. **CHAMPIONSHIP EVENTS TO COUNT**  
The championship will comprise of a minimum of 6 race meetings heats of which all will count towards the championship
  
4. **VALIDITY OF THE REGULATIONS**  
Applicable to the calendar year of 2018.
  
5. **REGULATIONS**  
All qualifying events shall be held under the General Competition Rules and Standing Supplementary Regulations of MSA, these Standing Regulations and the Supplementary Regulations issued by the Promoters and any relevant circulars. Repeating certain sections of the MSA hand book, is done for emphasis. It does not mean that other sections need not be adhered to.





## 6. ELIGIBILITY OF RIDERS

The age of the competitor is his/her age on the 1st January of the current year.

- 6.1 The Championship shall be open to all riders resident within the area controlled by MOTORSPORT SOUTH AFRICA WESTERN CAPE.
- 6.2 The Short Circuit Senior Motorcycle class shall be open to riders 18 years and older (no longer in high school) OR at the discretion of the CONTROLLERS.

## 7. ELIGIBILITY OF MOTORCYCLES

- 7.1 The Championship will be open to all Short Circuit machines which comply with MSA Rules, Regulations and Specifications having a maximum of 6 gears complying with the following capacities.  
2 stroke -min 48cc capacity but not exceeding 65cc motocross motors are allowed. Four-stroke - Max 155cc 2 valve modified - Max 155cc 4 valve Honda CBR 150 unmodified.  
(plus minus 2% tolerance)
- 7.2 No motorcycle frame or engine that has been imported into this country later than 1st January 2000 shall be allowed, unless 10 or more of the same units have been imported.

## 8. MODIFICATION AND RESTRICTIONS

### 8.1 TWO STROKES

- a) Any modification is allowed to the engine, gearbox and frame subject to Art. 2 above and provided the safety regulations of MSA are maintained.
- b) Tyres are unrestricted.
- c) Motorcycles may not exceed a noise level of 108 dB (Static testing) measured in accordance with MSA Regulations.

### 8.2 FOUR STROKES

- a) No modifications are allowed to the engine, carburetor, gearbox and frame of the Honda CBR 150 4 valve motors. Rear shock may be changed for an aftermarket shock, rear swing arm must remain





standard. Front end and forks must remain standard. Front fork internals may be modified. Wheels may be changed. Front brake caliper must remain standard and mounted in the original position, front master cylinder must remain standard.

b) Motorcycles may not exceed a noise level of **108 dB (Static testing)** measured in accordance with MSA Regulations.

c) **ONLY THE PART NUMBERS OF THE FOLLOWING PARTS MAY BE USED:**

Head Gasket – 12251-kpp-900

Head Gasket 1.00 – 12252-kpp-900

Base Gasket – 12191-kpp-900

Cylinder – 12100-kpp-900

Cylinder Head – 12200-kpp-930

Camshaft (Intake) – 14110-kpp-900

Camshaft (Exhaust) – 14210-kpp-900

Valves (Intake) – 14711-kpp-900

Valves (Exhaust) – 14721-kpp-900

Pistons STD – 13101-kpp-900

Pistons 0.25 – 13102-kpp-900

Pistons 0.50 – 13103-kpp-900

Pistons 0.75 – 13104-kpp-900

Piston 1.00 – 13105-kpp-900

Rings STD – 13011-kpp-900

Rings 0.25 – 13021-kpp-900

Rings 0.50 – 13031-kpp-900

Rings 0.75 – 13041-kpp-900

Rings 1.00 – 13051-kpp-900

Crankshaft assembly – 13000-kpp-900

Flywheel – 31110-kpp-901

Stator – 31120-kpp-900

C.D.I Unit – 30410-kpp-901

Any other eligible 150 will be bound by the same rule as above that only genuine engine parts may be used unless otherwise stated.





### **8.3 CYLINDER HEADS**

Cylinder heads must stay standard. No material is to be added or removed, except for the valve seats which may be cut. No new seats are allowed to be inserted. Cylinder head volume must be no less than 12.4cc measured with a spark plug in. If necessary the cylinder head may be skimmed as long as the volume remains 12.4cc or more. All other 150's volume to be determined by the manufacturer or the club representative.

### **8.4 CYLINDER**

No material may be removed from the cylinder, only reboring is allowed.

### **8.5 CAMSHAFTS**

No material may be added or removed from the camshafts. Camshaft sprockets may be slotted to allow degree of the camshafts.

### **8.6 CRANKSHAFT ASSEMBLY**

The crankshaft assembly must stay standard. No material may be removed from the crankshaft assembly.

### **8.7 CARBURETORS**

No material may be added or removed from the carburetor. The jets may be changed. Carburetor size must be 28mm.

### **8.8 AIRBOX**

Air box must stay standard. No holes are allowed to be drilled in it. The filter and air box lid may be removed. No fresh air or ram air induction allowed.

### **8.9 EXHAUST SYSTEM**

Exhaust system may be replaced with a recommended Bosson race pipe with the approved insert. Any other aftermarket exhaust must comply with the dcb limit of 105dcb.





**8.10 STARTER MOTOR**

The starter motor must be retained and in working order. This will be checked at scrutineering.

**8.11 GEARBOX**

The gearbox must be standard. Undercutting is allowed.

**8.12 CLUTCH**

The clutch must remain standard.

**8.13 COATINGS**

No coatings whatsoever may be applied to any of the internal or external parts of the motor.

**8.14 IGNITION SYSTEM**

The ignition system must stay standard and the charging system must be operational at all times.

**9. RACE DISTANCE**

All classes to run a minimum of 2 heats to count towards the championship. Race distance to be covered will be a minimum of 6 laps or if otherwise specified in the Supplementary rules and regulations will apply.

**10. MINIMUM STARTERS AND POINT SCORING**

Minimum number of starters will be at the discretion of the controllers. Points towards the Championship will be scored per heat - all to count and on the following basis:





Points for race 1, 2 and 3:

Position	Number of Starters					
	6 (or more)	5	4	3	2	1
1 <sup>st</sup>	15	12	10	9	8	7
2 <sup>nd</sup>	12	10	9	8	7	
3 <sup>rd</sup>	10	9	8	7		
4 <sup>th</sup>	9	8	7			
5 <sup>th</sup>	8	7				
6 <sup>th</sup>	7					
7 <sup>th</sup>	6					
8 <sup>th</sup>	5					
9 <sup>th</sup>	4					
10 <sup>th</sup>	3					
11 <sup>th</sup>	2					
12 <sup>th</sup>	1					

**11. GRID POSITIONS**

Grid position for race one will be determined by qualifying at timed practice. Grid position for race two will be the same as the finishing order of race one. Grid position for race three will be the same as the finishing order of race two. The starting grid will be made up of riders positioned three abreast or staggered formation.

This may however be altered by the clerk of the course, after taking into consideration the circuit and conditions of the day.

**12. COMPETITION NUMBERS**

Competition Numbers must be displayed in accordance with MSA GCR's, SR's and applicable Bulletins issued by MSA, in ALL regards.





**13. STARTING PROCEDURE**

Riders will be lined up in their respective grid positions in the pre-race paddock. After completing the warm-up lap(s) as indicated, motorcycles will form on the starting grid directly with engines running. When the starter is satisfied that the starting grid is properly made up, he/she will switch on the red light or raise the flag. The starting signal will be used.

**14. FUEL**

Refer GCR 240

**15. SCRUTINEERING**

- 15.1 Motorcycles must be presented for scrutineering in a clean condition and ready to race together with approved helmet, leather suit, leather boots and leather gloves, all in good condition.
- 15.2 No open ended pipe in any way connected with the lubrication or cooling system, sump, catch tank or other oil or water reservoir, is permitted. All such pipes must terminate in a plastic or metal container of adequate capacity, firmly secured to the motorcycle and acceptable to the scrutineers at pre-race scrutiny. All such containers must be empty at the start of the race.
- 15.3 Gearbox and engine drain plug and oil filter bolts must be wired locked.
- 15.4 At any time during an event, any motorcycle may be examined for compliance with the Regulations.

**16. SEPARATION OF TIES**

A tie will be resolved in favour of the competitor having the greater number of Firsts. If a tie is not resolved then the greater number of seconds will count, failing this, thirds and so on. If a tie still remains, THE CONTROLLERS shall declare the winner on any basis it may deem fit.





**17. PENALTIES**

Any rider found guilty of not adhering to the rules pertaining to the motorcycle will be either banned from competing in 3 future race meetings or have his/her points taken away from the previous 3 race meetings or at the discretion of the Clerk of the Course.

**18. AMENDMENTS**

The controllers reserve the right to introduce new Regulations and/or amend the existing Regulations.

**19. GCR's, SSR's and CIRCULARS**

The above Regulations covering motorcycle racing must also be read and understood.

**ANY CHANGES, ALTERATIONS OR MODIFICATIONS NOT COVERED OR PROVIDED FOR IN THESE REGULATIONS AND SPECIFICATIONS WILL BE DEEMED ILLEGAL, UNLESS APPROVED BY THE CONTROLLERS.**

